

consisting of ammonium carbonate  $((\text{NH}_4)_2\text{CO}_3)$ , ammonium sulfate  $((\text{NH}_4)_2\text{SO}_4)$ , ammonium chloride  $(\text{NH}_4\text{Cl})$ , ammonium carbamate  $(\text{H}_2\text{NCO}_2\text{NH}_4)$ , and ammonium fluoride  $(\text{NH}_4\text{F})$ .

19. (new) A vehicle occupant restraint system of Claim 3 wherein:  
said selective non-catalytic reducing compound is urea  $(\text{H}_2\text{NCONH}_2)$ .
20. (new) A vehicle occupant restraint system of Claim 3 wherein:  
said selective non-catalytic reducing compound is cyanuric acid  $(\text{HNCO})_3$
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#### REMARKS

Responsive to the office action mailed on May 21, 2001 (paper no. 4), applicants respond as follows.

Relative to the restriction requirement, applicants elect Group II and cancel Groups I, III, IV, and V with traverse.

The examiner has identified three patentably distinct species of the claimed invention: (A) inventions with ammonium salt SNCR, (B) inventions with amine SNCR, and (C) inventions with amide or imide SNCR. Relative to the species election requirement, applicants identify the species election in the language of the examiner: namely, (A) inventions with ammonium salt SNCR. Thus, applicants understand their election to encompass a vehicle occupant restraint system of Group II containing any gas generant composition as claimed combined with an ammonium salt SNCR agent. Thus, for example only, this might include a vehicle occupant restraint system containing a gas generant composition as claimed in new claim 14 combined with ammonium sulfate. More specifically, the election would encompass for example only, a vehicle occupant restraint system containing a gas generant composition containing 5-aminotetrazole, strontium nitrate, and clay, and, an SNCR agent of ammonium sulfate contained in the gas generant bed as claimed. Applicants request clarification from the examiner if necessary. Applicants therefore understand the species election to read on claims

3 and 13-18.

Antecedent support for the amendments and new claims may be found, for example, as indicated below:

Amended Claim 3

New Claim 13

New Claim 14

New Claim 15

New Claim 16

New Claim 17

New Claim 18

New Claim 19

New Claim 20

Original Claim 7

Original Claims 3 and 1

Original Claims 3 and 2

Original Claims 3 and 7

Original Claims 3, 7, and 1

Original Claims 3, 7, and 2

Original Claim 8

Original Claim 9

Original Claim 10

By this amendment, applicants have attempted to clarify and better define the present invention. Accordingly, the allowance of claims 3 and 13-20, and passage of the subject application to issue are courteously solicited.

Concurrently herewith, applicants petition for a two-month extension for response. Our check in the amount of \$390.00 is included in payment thereof. The Commissioner is authorized to charge any deficiencies or credit any overpayments to Deposit Account No. 04-1311. A duplicate copy of the first page of this transmittal is also enclosed.

Respectfully submitted,

Date

8/21/01

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**MARKED UP CLAIMS AND AMENDMENTS**

3. (amended) A vehicle occupant restraint system comprising:
- an inflatable air bag;
  - a gas generator for inflating said air bag;
  - [an] a [extruded] nitrogen-containing gas generant composition within said gas generator;
  - a selective non-catalytic reducing compound placed within said gas generator in heterogeneous relation to said gas generant composition, wherein said selective non-catalytic reducing compound is selected from the group consisting of ammonium salts, amides, imides, or amine-containing compounds.
13. (new) The vehicle occupant restraint system of claim 3 wherein said gas generant composition is extruded into a desirable shape and upon combustion yields gases comprising  $\text{NO}_x$  gas, and, said reducing compound contains at least one mole of elemental nitrogen per one mole of  $\text{NO}_x$  produced by the gas generant composition upon combustion and is discretely interspersed about the gas generant composition.
14. (new) The vehicle occupant restraint system of claim 3 wherein said gas generant composition comprises at least one material of each of the following functional groups of materials – a) a fuel selected from the group of azole compounds consisting of triazole, aminotetrazole, tetrazole, bitetrazole, and metal salts of these compounds; b) an oxygen containing oxidizer compound selected from the group consisting of alkali metal, alkaline earth metal, lanthanide and ammonium nitrates and perchlorates or from the group consisting of alkali metal and alkaline earth metal chlorates and peroxides; and c) a low-temperature slag forming material which is sufficient in amount during combustion to cause the solid combustion particles to coalesce into easily filterable slag or clinkers but not so much as to make a low viscosity liquid, selected from the group consisting of

silicon dioxide, boric oxide and vanadium pentoxide or from the group consisting of alkali metal silicates, borates, and carbonates or from the group consisting of naturally occurring clays and talcs, and, the gas generant composition is extruded into a desirable shape and combusts to yield gases comprising  $\text{NO}_x$  gases, and, the reducing compound contains at least one mole of elemental nitrogen per one mole of  $\text{NO}_x$  produced by the gas generating mixture upon combustion, and is interspersed about the gas generant composition.

15. (new) The vehicle occupant restraint system of claim 3 wherein said nitrogen-containing gas generant composition produces nitrogen monoxide and/or nitrogen dioxide upon combustion thereof and said selective non-catalytic reducing compound is proximate to and heterogeneously interspersed about said gas generant composition, whereby said reducing compound reduces the nitrogen monoxide and/or nitrogen dioxide produced from combustion of said gas generant composition.

16. (new) The vehicle occupant restraint system of claim 13 wherein said nitrogen-containing gas generant composition produces nitrogen monoxide and/or nitrogen dioxide upon combustion thereof and said selective non-catalytic reducing compound is proximate to and heterogeneously interspersed about said gas generant composition, whereby said reducing compound reduces the nitrogen monoxide and/or nitrogen dioxide produced from combustion of said gas generant composition.

17. (new) The vehicle occupant restraint system of claim 14 wherein said nitrogen-containing gas generant composition produces nitrogen monoxide and/or nitrogen dioxide upon combustion thereof and said selective non-catalytic reducing compound is proximate to and heterogeneously interspersed about said gas generant composition, whereby said reducing compound reduces the nitrogen monoxide and/or nitrogen dioxide produced from combustion of said gas generant

composition.

18. (new) A vehicle occupant restraint system of Claim 3 wherein:  
said selective non-catalytic reducing compound is selected from the group  
consisting of ammonium carbonate  $((\text{NH}_4)_2\text{CO}_3)$ , ammonium sulfate  
 $((\text{NH}_4)_2\text{SO}_4)$ , ammonium chloride  $(\text{NH}_4\text{Cl})$ , ammonium carbamate  
 $(\text{H}_2\text{NCO}_2\text{NH}_4)$ , and ammonium fluoride  $(\text{NH}_4\text{F})$ .
19. (new) A vehicle occupant restraint system of Claim 3 wherein:  
said selective non-catalytic reducing compound is urea  $(\text{H}_2\text{NCONH}_2)$ .
20. (new) A vehicle occupant restraint system of Claim 3 wherein:  
said selective non-catalytic reducing compound is cyanuric acid  $(\text{HNCO})_3$